

CLAIMS.

What is claimed is:

1. Gear reduction unit comprising:
 - a first gear of first right angle pair of gears;
 - a second gear of second right angle pair of gears;
 - said first and second gears coaxially arranged and connected to each other;
 - a first pinion in meshing engagement with the first gear;
 - a second pinion in meshing engagement with the second gear;
 - a shaft;
 - means for distinct connection of first pinion to the shaft.
2. Gear reduction unit as recited in claim 1 wherein the first pinion and second pinion are coaxially arranged to rotate independently to each other.
3. Gear reduction unit as recited in claim 1 wherein the first right angle pair of gears are bevel type gears and second right angle pair of gears are bevel type gears.
4. Gear reduction unit as recited in claim 1 wherein the first right angle pair of gears are worm gears and second right angle pair of gears are worm gears.
5. Gear reduction unit as recited in claim 1 wherein the first right angle pair of gears are face gears and second right angle pair of gears are face gears.
6. Gear reduction unit as recited in claim 1 wherein the first right angle pair of gears are bevel type gears and second right angle pair of gears are worm gears.
7. Gear reduction unit as recited in claim 1 wherein the first right angle pair of gears are bevel type gears and second right angle pair of gears are face gears.
8. Gear reduction unit as recited in claim 1 wherein the first right angle pair of gears are worm gears and second right angle pair of gears are face gears.
9. Gear reduction unit as recited in claim 1 wherein the first gear and second gear have teeth faces facing in opposite directions;
10. Gear reduction unit as recited in claim 1 wherein said means are distinctly connecting first and second pinions to the shaft.
11. Gear reduction unit comprising:
 - a first gear of first right angle pair of gears;
 - a second gear of second right angle pair of gears;

- a third gear of third right angle pair of gears;
 - said first, second and third gears coaxially arranged and connected to each other;
 - a first pinion in meshing engagement with the first gear;
 - a second pinion in meshing engagement with the second gear;
 - a third pinion in meshing engagement with the third gear;
 - a shaft;
 - means for distinct connection of first, second and third pinions to the shaft.
12. Gear reduction unit as recited in claim 11 wherein the first pinion and the second pinion are coaxially arranged to rotate independently to each other.
 13. Gear reduction unit as recited in claim 11 wherein the first right angle pair of gears are bevel type gears and second right angle pair of gears are bevel type gears.
 14. Gear reduction unit as recited in claim 11 wherein the first right angle pair of gears are worm gears and second right angle pair of gears are worm gears.
 15. Gear reduction unit as recited in claim 11 wherein the first right angle pair of gears are face gears and second right angle pair of gears are face gears.
 16. Gear reduction unit as recited in claim 11 wherein the first right angle pair of gears are bevel type gears and second right angle pair of gears are worm gears.
 17. Gear reduction unit as recited in claim 11 wherein the first right angle pair of gears are bevel type gears and second right angle pair of gears are face gears.
 18. Gear reduction unit as recited in claim 11 wherein the first right angle pair of gears are worm gears and second right angle pair of gears are face gears.
 19. Gear reduction unit as recited in claim 11 wherein the first gear and the second gear have teeth faces facing in opposite directions.
 20. Gear reduction unit comprising:
 - a first gear of first right angle pair of gears;
 - a second gear of second right angle pair of gears;
 - a third gear of third right angle pair of gears;
 - a fourth gear of fourth right angle pair of gears;
 - said first, second, third and fourth gears coaxially arranged and connected to each other;
 - a first pinion in meshing engagement with the first gear;

a second pinion in meshing engagement with the second gear;

a third pinion in meshing engagement with the third gear;

a fourth pinion in meshing engagement with the fourth gear;

a shaft;

means for distinct connection of first, second, third and fourth pinions to the shaft.

21. Gear reduction unit as recited in claim 20 wherein the first gear and the second gear have teeth faces facing in opposite directions.